

COUNTRY	Polish-occupied Germany	TOPIC	Airfields near Stolp
EVALUATION	PLACE OBTAINED	DATE OF CONTENT	
DATE OBTAINED	DATE PREPARED	50X1-HUM	
REFERENCES			
PAGES	ENCLOSURES (NO. & TYPE)	50X1-HUM	
REMARKS	REFERENCE COPY		

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- Up to late 1950, the airfield west of Stolp (P 55/N 09), an installation of the former German Lufthansa, was exclusively used by civilians. Two sports planes and some gliders were observed in the hangar on the southern edge of the field. Flying was conducted mainly during the weekends.
- Prior to the spring of 1950, the former German airfield east of Stolp, northwest of Reitz (P 55/N 09), was unoccupied. Reconstruction and improvement of the installation was started in the spring of 1950. The field was extended toward the north. An east-west concrete runway over 2,000 meters long was constructed. An asphalt taxiway was built between the runway and three reconstructed hangars in the eastern portion of the field. Another asphalt taxiway led from the runway to a repaired hangar in the southwestern corner of the installation.
- Buildings at the field included four large three-story barracks buildings, each about 80 x 20 meters, two three-story mess and utilities buildings in the eastern portion of the field, and a radio station with trellis masts 25 to 30 meters high in the southwestern corner of the field. A spur track, from the direction of Jeseritz (P 55/N 09) to the northeast, led to the hangars. *
- Polish air force soldiers wearing blue uniforms were stationed at the field. The barracks installation quartered a labor battalion with four companies of 80 men each, most of them ethnic Germans.
- Aircraft observed at the field during the period from the summer to the end of 1950 included about 50 single-engine fighters with in-line engines and 30 to 40 twin-engine planes fitted with engines projecting rather far, double-rudder assemblies, and a plexiglass nose turret. The rear end mounted a cannon. The aircraft had a white Polish eagle on the fuselage and rudder assembly. On 7 August 1950, only individual flights were observed. Two twin-engine and 2 four-engine aircraft occupied by Soviet officers landed at the field and took off on the same day. **
- In the spring of 1950, construction materials were continuously trucked to a point about 1 km north of the runway. [redacted] a second runway was to be constructed. The course of this new runway was already discernible from the excavation work done. Concreting work had not started by the end of 1950. ***

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* [] Comment. The report in connection with previous information on the Stolp-Reitz airfield indicates that the installations of the field have largely been reconstructed or enlarged. A new runway also appeared to be under construction. 50X1-HUM

** [] Comment. The number of aircraft [] appears to be exaggerated when compared with previous information. However, it is believed with certainty that all the information available refers to the same air units, respectively a Polish air force school. A square with red and white fields was previously known as the national marking of the Polish Air Force. The white Polish eagle observed may have been the marking used by a specific squadron. -50X1-HUM

*** [] Comment. The construction of a second runway appears improbable. The observed shipments of construction materials may have been connected with the construction of a second airfield between Jeseritz (P 55/N 09) and Granzin (P 55/N 09), about 1.5 km northeast of the Stolp-Reitz airfield. The construction of this new airfield was previously reported. However, this information still requires confirmation.

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